

on later to say "that any disruption in the distribution system could contribute to Phase II RFG shortages" throughout the summer. So there we have it, that is where the spikes came from.

The White House has attempted to rely on a strategy to deflect blame from the real culprit, themselves. Considering the gasoline problems facing Americans today, I am very surprised at the timing of the EPA and this administration to move forward with the implementation of this new blend, this RFG Phase II.

I do not think the administration intentionally did this, but I am not sure. Where is their energy plan today? Where are the steps that could have prevented this from happening? Why did the EPA simply not postpone changing the gas formulas until such a time as the oil market had leveled off? Also, why did St. Louis, Missouri receive a waiver while, to my knowledge, no other city did?

Another shocking piece of this show is on Friday, June 30, the EPA released in a proposed rulemaking a comment period on whether reformulated gasoline is needed to meet the air quality standards. In other words, they are saying is this even needed. What? I mean, here they are mandating they be put in place, yet now they are issuing a memo to say is it needed. You mean to tell me that they insisted on moving forward with Phase II of RFG without knowing if they even needed to keep the program?

When will the EPA do their homework before they force regulations upon the American people? It appears to me from the evidence that the spiked prices in the Midwest were due to the EPA forcing a new formulation, a new blend of gasoline, during this time of high OPEC prices and low supplies.

The EPA should accept responsibility for putting the public through the expensive process of reformulated gasoline without proof that the gasoline would help improve our air and should withhold moving forward with any other new RFG regulations in any other cities.

Madam Speaker, the EPA and Department of Energy must formulate a plan and study to make sure their plan is effective before they gouge the American people at the pumps.

LIVABLE COMMUNITIES

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. BLUMENAUER) is recognized for 5 minutes.

Mr. BLUMENAUER. Madam Speaker, the Federal Government has no greater priority than to be a good partner to promote livable communities.

The morning paper carried a story about another independent study to chart the ecological vital signs of our national park systems.

Madam Speaker, I think this is an important area to pose attention to,

first, because it shows how the Federal Government can lead by example, and, second, it serves as a powerful refutation that somehow the United States, being a huge and wealthy Nation, does not have to worry about things like sprawl and congestion, unplanned growth and loss of farmland, that we just pave more, continue to expand, create more of whatever land we wish of farm, housing or roads.

Madam Speaker, it is reminiscent of Alice in Wonderland's experience with the Mad Hatter's tea party. "Yes, that's it" said the Hatter with a sigh, "it's always tea time and we've no time to wash the things between whiles."

"Then you keep moving round, I suppose?" said Alice.

"Exactly so," said the Hatter, "as the things get used up."

"But what happens when you come to the beginning again?" Alice ventured to ask.

"Suppose we change the subject," the March Hare interrupted, yawning. "I'm getting tired of this. I vote the young lady tells us a story."

Our tea party with the built and natural environment is not solved with more stories. We are going to have to face realities in our mature cities, small town America, fraying suburbs, even in our national parks. There are limits to the strains we can put on the land in our transportation systems.

The numbers are staggering in our national parks and other federally-managed sites. In 1997, over 370 million visitors increasingly jammed on clogged parking lots, jammed highways, fragile and irreplaceable resources suffering damage from too many vehicles and too many people. Nearby gateways communities are also negatively impacted by trafficking, decreased air quality, but there is a new trend in thinking about how we solve these problems.

Part of the TEA-21 Transportation Equity Act for the 21st Century called for a coordination and study between the Department of Transportation and the Secretary of the Interior. They have already produced recommendations for public transportation services at 128 sites that will enhance the visitor experience and protect the environment.

Madam Speaker, this new broach to transportation has already produced tangible results in a number of areas.

The Zion National Park in Utah, which has suffered from severe congestion, gridlock and destruction of natural resources, has helped to implement a new program, a shuttle bus system initiated in May of this year helps protect the fragile natural resources and protect visitors away as they visit from the canyon and provide services to the gateway community of Springdale.

The National Park Service has proposed a light rail transit system for the south rim of the Grand Canyon. It will allow visitors to leave their cars out-

side the park and ride the light rail train to a canyon view information plaza, there they can view exhibits, ride alternatively-fueled vehicles and hike along the canyon's rim. Construction has already begun on the information plaza in April, and the light rail system is expected to be in place by the spring of 2004.

It is also a priority to reduce traffic congestion in the Yosemite National Park. It is already implemented a 2-year demonstration program for a regional transportation system that would allow visitors to leave their cars outside the park and travel by shuttle bus into and around the Yosemite Valley.

Together activities like this will reduce reliance on private automobiles for visitors, allow for sustainable use and enjoyment of our public lands, improve the livability and quality of life in nearby communities, and allow visitors to better enjoy their experience.

Unlike the Mad Hatter, we cannot continue to just move to the next place at the party. Fortunately, this leadership shows how we can achieve this, not just for national parks, but as a model for American communities to make them safer, healthier and more economically secure.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until 2 p.m.

Accordingly (at 12 o'clock and 41 minutes p.m.), the House stood in recess until 2 p.m.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. MILLER of Florida) at 2 p.m.

PRAYER

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer:

Lord, our God, our history as a people has been great. We are humbled by reflecting upon the events of the past. Fill us with hope and vision.

Preserve us from making the mistakes of the past. Grant us greater judgment that we may be children born of freedom and strong in virtue.

May we honor the heroic men and women of the past who, when insulted, did not return insult; and, when threatened, handed themselves over to You, the One who judges justly. In them we have come to recognize Your grace shining through human weakness.

May those who suffered for justice' sake receive the beatitude's reward; and may those who cried out in the void of justice, today be heard that a new day of peace may be born rooted in justice, for You live and are attentive to our cries now and forever. Amen.